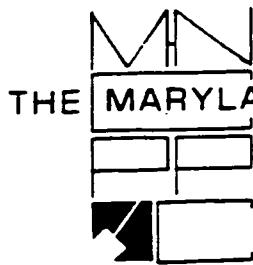


9/29/94



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

September 26, 1994

MEMORANDUM

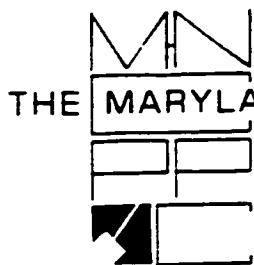
TO: Montgomery County Planning Board  
FROM: Community Planning Staff *OT*  
SUBJECT: Resolution to Adopt Staging Amendment to North  
Bethesda-Garrett Park Master Plan

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Staff Recommendation: APPROVAL of Resolution to adopt Staging  
Amendment to 1992 North Bethesda-Garrett Park Master Plan and  
transmit to full Commission.

Staff recommend approval of the attached Resolution No. 94-27 and  
recommend that it be transmitted, with attached County Council  
Resolution No. 12-1788, to the full Commission for action at  
their meeting of October 19, 1994. This resolution  
recommendation is made nunc pro tunc.

CM:gc:b:NBSTAGAM.MPL



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 94-27

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend, and add to a General Plan for Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on October 7, 1993, on the Public Hearing (Preliminary) Draft Staging Amendment to the North Bethesda-Garrett Park Master Plan, being also an amendment to the Master Plan of Bikeways, 1978, as amended, being also an amendment to the 1969 General Plan for the Physical Development of the Master Plan of Highways within Montgomery County, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on December 9, 1993, approved the Planning Board (Final) Draft of the proposed Staging Amendment, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board (Final) Draft Staging Amendment to the North Bethesda-Garrett Park Master Plan and forwarded those recommendations to the District Council on March 7, 1994; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on May 3, 1994, wherein testimony was received concerning the Planning Board (Final) Draft Staging Amendment to the North Bethesda-Garrett Park Master Plan; and

WHEREAS, the District Council, on July 26, 1994, approved the Planning Board (Final) Draft Staging Amendment to the North Bethesda-Garrett Park Master Plan subject to the modifications and revisions set forth in Resolution 12-788; and

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and the Maryland-National Capital Park and Planning Commission do hereby adopt (nunc pro tunc) said Staging Amendment to the North Bethesda-Garrett Park Master Plan, together with the General Plan, for the Physical Development of the Maryland-Washington Regional District by the Montgomery County District Council in the attached resolution 12-1788; and

BE IT FURTHER RESOLVED, that copies of said Amendment shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND

---

By: District Council

---

Subject: Approval of the Planning Board (Final) Draft Staging Amendment  
to the 1992 North Bethesda-Garrett Park Master Plan

Background

1. On December 17, 1993, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Staging Amendment to the 1992 North Bethesda-Garrett Park Master Plan.
2. The Final Draft Staging Amendment amends the 1992 Master Plan for North Bethesda-Garrett Park; the Master Plan of Bikeways, 1978, as amended; and the Master Plan of Highways within Montgomery County, as amended.
3. On March 7, 1994, the County Executive transmitted to the District Council comments regarding the Planning Board (Final) Draft Staging Amendment together with a fiscal analysis.
4. On May 3, 1994, the County Council held a public hearing regarding the Planning Board (Final) Draft Staging Amendment. The Staging Amendment was referred to the Planning, Housing and Economic Development Committee for review and recommendation.
5. On June 20 and July 25, 1994, the Planning, Housing and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft Staging Amendment. Several revisions to the Staging Amendment were recommended by the Committee.
6. On July 12 and July 26, 1994, the County Council reviewed the Planning Board (Final) Draft Staging Amendment to the 1992 North Bethesda-Garrett Park Master Plan and the recommendations of the Planning, Housing and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for the portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board (Final) Draft Staging Amendment, dated December 1993, to the 1992 Master Plan for North Bethesda-Garrett Park, is approved with revisions. Council revisions to the Planning Board (Final) Draft Staging Amendment are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

**NORTH BETHESDA-GARRETT PARK MASTER PLAN  
PLANNING BOARD (FINAL) DRAFT STAGING AMENDMENT**

Page 2, first heading:

C. The Effect of the [FY 94] AGP

Page 2, add a new first paragraph:

The County's Annual Growth Policy sets ceilings on the amount of development that can be approved based on the availability of public facilities and analyzes policy issues related to growth management. The growth management standards set by the County Council continually evolve. Therefore, any change in prevailing standards or policies of the AGP that have a bearing on the Staging Amendment should be examined as part of the growth policy process.

Page 2, bullet 2:

- o Metro station policy areas are created for the Grosvenor, Twinbrook and White Flint Sector Plan areas. Peak hour levels of service exceeding critical lane volumes (CLV) of 1,800 vehicles per hour are deemed unacceptable for Local Area Transportation Review (LATR) within these areas.

Page 3, add a new paragraph as the last paragraph under the title "C.":

The resolution adopting the FY 95 AGP adjusted the standard for intersection critical lane volume for North Bethesda outside of Metro station policy areas. The standard is now 1,600 vehicles per hour and future subdivision review will take account of the new standard.

The County Council also adopted a set of staging ceilings based on a "total transportation level of service." This measure takes explicit account of transit usage, and accessibility to the region by transit in the calculation of area-wide levels of service. In this new measure, freeways are considered differently than previously. Neither of these changes has affected staging ceilings in any of the North Bethesda policy areas.

Page 3, paragraph 1, item 3:

**D. Key Principles**

3. The desire to facilitate the location of large employers in close proximity to the White Flint or Twinbrook Metrorail stations where the zoning or proposed zoning is appropriate. Staging ceilings may be transferred between the Metrorail policy areas by the County Council to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, changing market conditions, revised levels of public service and other relevant criteria.

Page 3, paragraph 2, item 2:

**E. Staging Guidelines**

2. Give priority in allocating ceiling capacity to geographic areas in proximity to existing and planned transit centers. Expansion of the Twinbrook Metro Station Policy Area to the south should be considered when the proposed Montrose Crossing MARC station is programmed and within four years of completion.

**PROGRAM-RELATED GUIDELINES**

Page 5, Guideline 9:

9. Establish a single occupant vehicle (SOV) mode-share goal of 74%, or [4%] 4 percentage points less than present, to be achieved during Stage I as a precursor to Stage II. This represents an increase in non-SOV commuting (carpools and transit) from 22 to 26 percent.

Page 5, Guideline 11:

11. All facilities and programs intended to reduce the auto-driver mode share shall be periodically evaluated to determine actual results achieved and to form the basis for modifications to the facilities and programs offered and/or adjustments to staging ceilings.

County, State and national experience indicates that many of the programs and facilities contemplated in this Master Plan to reduce the auto-driver mode share are difficult to model. Results actually achieved with a program in one area may prove to be very different in another due to local conditions.

Page 5, Guideline 12:

12. Counting of the initial capacity of the North Bethesda Transitway will not occur until (1) the County Executive has determined that construction will begin in two years, (2) 100% of the expenditures have been appropriated and (3) the County Council has approved the projected ridership. On completion of the first full year of operation, and in all subsequent years for which staging analyses are made, the staging ceiling calculations shall reflect actual ridership achieved.

Because of the unique nature of the North Bethesda Transitway, it is prudent to take a conservative approach in recognizing the capacity which may result from this facility.

Table 1, STAGING OF MASTER PLAN DEVELOPMENT

Page 6, under 2nd column, items 3 and 5:

3. A Transportation Management Organization is to be established (FY 94 AGP);
5. Decrease single occupant vehicle mode share for employees by 4 [percent] percentage points (now estimated at 78 percent);

Page 6, under 3rd column, item 1, paragraph 2:

Chapman Avenue - Nicholson Lane to Old Georgetown Road (60' to 70' ROW)

Page 6, under 3rd column, item 2, 1st, 2nd and new 4th paragraph:

Chapman Avenue/Huff Court - [Nicholson Lane] Executive Boulevard to Old Georgetown Road - Class III

Woodglen Drive E[e]xtended (B-3) - Nicholson Lane to Marinelli Road -Class I

B-10 - Nebel Street to Rockville Pike - Class I

Executive Boulevard - Woodglen Drive to Huff Court - Class I

Page 7, STAGE II (MID-TERM), under 2nd column, last paragraph:

- One or more [both] direct access ramps to Rock Spring Park from I-270/I-270 spur, or

Page 7, under 3rd column, paragraph 1:

Aspen Hill Connector - Rock Creek Trail to [Besley Court] Twinbrook Parkway - Class I

Page 7, under 3rd column, item 3, last paragraph:

Montrose Road and East Jefferson Street

Page 7, under 3rd column, item 4, last two paragraphs:

Montrose Road and East Jefferson Street

[Randolph Road and Rocking Horse Road]

5. TRANSIT SERVICE

Re-establish express bus service along future HOV lane to and from Rock Spring Park

Increase transit and shuttle services.

Page 7, under 3rd column, item 1:

1. ROADWAYS

One or more direct [Direct] access ramps from I-270/I-270 Spur to Rock Spring Park

Montrose Parkway  
Nebel Street Extended

Page 8, STAGE II (MID-TERM), under 2nd column, item 1:

- The Montrose Parkway, or
- [A high quality transit connection] The North Bethesda Transitway from Montgomery Mall to Grosvenor Metro Station via Rock Spring Park

Page 8, under 3rd column, after item 4:

5. TRANSIT SERVICES

The North Bethesda Transitway

A commuter rail station (MARC) at Montrose Crossing

Increased frequency of commuter rail and metrorail service

Increased feeder bus service

**STREET SYSTEM**

Page 10, bullets and the note under paragraph 2:

- a. Chapman Avenue, from Nicholson Lane to Old Georgetown Road (60' to 70' ROW)
- b. Woodglen Drive Extended (B-3), from Nicholson Lane to Marinelli Road (80' ROW). May be reduced to 70' if approved as part of the Road Code (see Figures [4 and 5] 6 and 7).
- c. B-11, from Marinelli Road to Old Georgetown Road (70' ROW) (Figure [6] 7)
- d. White Flint Avenue (B-10), from Nebel Street to B-11 (80' ROW).
- e. Executive Boulevard, from Woodglen Drive to Huff Court (80' ROW).

Note: The streets outlined in b, c, and d are additional streets to those already included in the 1992 Master Plan. They happen to fall within the boundaries of the White Flint Sector Plan Area because the largest tracts of undeveloped land occur there. The precise alignments of c and d (B-10 and B-11) are to be determined at the time of development approval.

## BIKEWAY AND PEDESTRIAN SYSTEM

Page 10, bullet a:

- a. Chapman Avenue/Huff Court, from [Huff Court]Executive Boulevard to Old Georgetown Road (Class III)

Page 12, Figure 2, line 5:

Proposed in Staging Amendment (Precise alignments of B-10 and B-11 to be determined at the time of development approval)

Page 15, Figure 5, line 1 and 2:

[Recommended] Illustrative Business Street with Class I Bikeway - 80' R.O.W.

[Development standards are subject to final approval by MCDOT]

Page 16, Figure 6, line 1 and 2:

[Recommended] Illustrative Reduced Width Business Street with Class I Bikeway - 70' R.O.W.

[Development standards are subject to final approval by MCDOT]

Page 17, Figure 7, line 1 and 2:

[Recommended] Illustrative Business Street - 70' R.O.W.

[Development standards are subject to final approval by MCDOT]

Page 18, Figure 8, line 1:

[Recommended] Illustrative Pedestrian/Bicycle Street or Easement

Page 19, bullet d and e:

- d. Aspen Hill connector, from Rock Creek Trail to [Besley Court] Twinbrook Parkway (Class I)
- e. Strathmore Avenue, from Rockville Pike to [Rock Creek Park] Weymouth Street (Class II)

Page 19, paragraph 1:

Include in the CIP wide, clearly demarcated pedestrian crossings at intersections listed in Table 1. [by using s]Special paving treatment, such as pavers or colored asphalt and, wherever feasible, median islands for pedestrian refuge should be considered for crosswalks. Include wide sidewalks screened by street trees in the design of all new streets (see Figures 5-8).

## MODE SHARE

Page 19, paragraph 3, first sentence:

Decrease peak hour single occupant vehicle mode share for employees from the current estimated 78 percent to 74 percent in Stage I, reflecting a decrease of 4 [percent]percentage points.

Page 21, Table 2:

Table 2

## RECOMMENDED STAGE I CIP INTERSECTION PROJECTS

INTERSECTION	RECOMMENDED	COMMENT
Rockville Pike & Nicholson Lane	[Prohibit NB & SB Left Turns on weekdays between 4:30 p.m. and 6:30 p.m. once intersection exceeds 1800 CLV.] <u>Aggressive signing program to encourage NB and SB left turns before Nicholson Lane.</u>	NB left uses Security and Woodglen SB left uses Marinelli and Nebel. A short-term solution.
Rockville Pike & Twinbrook Parkway	Add Right to North, South, and West approaches Add EB Through Add WB Through	An effective CLV solution; however, ROW constraints costly to overcome. Also, this intersection falls within Rockville's city limits.
Old Georgetown Rd & Tuckerman Lane	Add NB left turn lane	Some ROW Acquisition necessary; Sixth lane poses potential negative community impact.
Montrose Road & <u>East Jefferson Street</u>	Add NB through lane Add SB right lane Add EB through lane	Some ROW constraints; Construction of Montrose Parkway will provide substantial relief to this intersection.
Rockville Pike & Randolph Road	Add 2 EB through lanes	Some ROW constraints; Construction of Montrose Parkway will provide substantial relief to this intersection.
[Randolph Road & Rocking Horse Road]	[Add NB right lane]	[Rocking Horse is classified as a primary residential street. Community impact may be unacceptable]
Rockville Pike & Tuckerman Lane	CLV meets new Metro Station Policy Area standard adopted in FY 94 AGP for both intersections. No additional lanes recommended	
Rockville Pike & Grosvenor Lane		

Page 22, Table 3:

Table 3

**NORTH BETHESED-GARRETT PARK PLANNING AREA  
PROPOSED REVISIONS TO MASTER PLAN OF HIGHWAYS**

**Streets to be added:**

	NAME	LIMITS	LANES**	ROW
<b>Industrial &amp; Business Streets</b>				
B-3	Woodglen Drive Extended	B-10 to Nicholson Lane	[4]2	80 ft
B-10*	White Flint Avenue	Nebel Street to B-11 B-11 to Woodglen Drive  Woodglen Drive to Executive Boulevard	[4]2 pedestrian only  [4]2	80 ft 35 ft  80 ft
B-11*	New Street	Marinelli Road to Old Georgetown Road	[4]2	70 ft
B-12*	New Street	B-10 to Old Georgetown Road	4	80 ft

**Footnotes:**

\* Precise alignments of B-10, B-11 and B-12 to be determined at the time of development approval.

\*\* These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

Page 25, bullets 4, 7 and 8:

- o **Funding:** Funding should be derived from a variety of sources such as mandatory participation in the TMO, the Share-Ride District, Development Approval Payments (DAP), and direct contributions from County government. The Office of Planning Implementation should be directed to estimate the costs of TMO implementation in North Bethesda and further refine the funding sources and formulas.
- o **Membership:** Membership in the TMO should be mandatory for all new development during Stage I and voluntary for all existing employers. New development approved before the creation of the TMO should meet prescribed trip reduction goals. Existing transportation demand management programs would be allowed the option of continuing their operations, or merging with the TMO.
- o **Trip reduction goals:** A four [percent] percentage point decrease in SOV mode share is recommended for the entire Master Plan area at the work end (for North Bethesda workers).

Page 27, bullet 3:

- o [A high-quality transit connection] The North Bethesda Transitway from Montgomery Mall to the Grosvenor Metro Station via Rock Spring Park, or

Page 28, continuation of last bullet from page 27:

- o Intersection improvements determined by the comprehensive local area transportation review, and other business district streets recommended in this staging amendment. Construction of direct access ramps from I-270/I-270 Spur to Rock Spring Park and construction of the Montrose Parkway are considered to be of paramount importance and the highest priority.

#### White Flint

Page 28, item 2:

2. Other business district streets and bikeways recommended as part of the Staging Amendment (see Figures [6 and 7]10 and 11).

#### Rock Spring Park

Page 28 and 31, items 1, 2 and 3:

1. Direct access ramps from the east spur of I-270 (west of Old Georgetown Road)
2. Direct access ramps from the west spur of I-270 (at Fernwood Road Bridge)
3. [High quality transit connection] The North Bethesda Transitway to Grosvenor Metrorail station

Page 29, Figure 10, line 5:

Proposed in Staging Amendment (Precise alignments of R-10, B-11 and R-12 to be determined at the time of development approval)

Page 33, first subheading:

MD 355 & NICHOLSON LANE (CLV STANDARD - 1,800)

STAGE I	STAGE I	STAGE I
No TDM	w/TDM	w/TDM
100%	100%	50%

1990 PIPELINE PIPELINE PIPELINE IMPROVEMENT

1934	2056	[1953] <u>1953</u>	1855	[Existing Configuration] <u>Existing Configuration with signing program**</u>
				A: Add NB through
1746	1659	1513		B: Prohibit NB & SB lefts (weekday P.M. peakhours)]
[1736	1649	1535		
2031	1929	1716		[C]B: Nicholson & Marinelli to one-way pairs
[1426	1355	1267		A & B]
1746	1659	1460		A & [C]B

Page 33, bottom of the page, second footnote:

\*\* Recommended improvements Effect of signing program not tested.

Page 34 and 35, change the CLV Standard in the subheads:

(CLV STANDARD - [1525]1600)

Page 35, change the last subhead and text under it:

ROCKING HORSE ROAD & RANDOLPH ROAD (CLV STANDARD-[1525]1600)

STAGE I	STAGE I	STAGE I
No TDM	w/TDM	w/TDM
100%	100%	50%

1990 PIPELINE PIPELINE PIPELINE IMPROVEMENT

1630	1825	[1772] <u>1772</u>	1712	[Existing Configuration] <u>Existing Configuration</u>
				[ A: Add NB Right**]
1635		[1559] <u>1559</u>	1537	A: Add NB Right**
1828		1741	1699	B: Add EB Right
1604		1528	1484	A & B

**GENERAL**

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board (Final) Draft Staging Amendment to the 1992 North Bethesda-Garrett Park Master Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board (Final) Draft Staging Amendment, dated December 1993, to the 1992 North Bethesda-Garrett Park Master Plan.

**AMENDMENT TO THE NORTH BETHESEA-GARRETT PARK MASTER PLAN**

Amend page 60 of the Interim Reference Edition of the Approved and Adopted North Bethesda-Garrett Park Master Plan (December 1992) to add the following language after the second paragraph:

In order to provide flexibility to meet other County-wide goals, the County Council may permit, in its decision approving a local map amendment application, up to a 2.0 commercial FAR for TS-M properties in the White Flint Sector Plan area. In order for the Council to approve over a 1.0 FAR, an applicant must establish that the following criteria are met.

1. That the parcel is a greater than 6 acres;
2. That between a 1.0 and a 2.0 commercial FAR is necessary for an identified employment user;
3. That 1.0 FAR of residential development must be provided on-site;
4. That the employer shall provide and fund a traffic mitigation plan to mitigate all generated trips above a 1.0 commercial FAR.

This is a correct copy of Council action.



Kathleen A. Freedman, CMC  
Secretary of the Council